

# TRAFFIC COMMISSION REPORT

## November 18, 2010

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### Item VF

#### PROPOSED KENNETH ROAD BIKE BOULEVARD

##### ISSUE:

The Traffic Commission requested information on the proposed Kenneth Road Bicycle Boulevard.

##### BACKGROUND:

The City of Burbank's Bicycle Master Plan, adopted by the City Council in 2009, includes a new type of bicycle facility called a Bicycle Boulevard. A Bicycle Boulevard is a lower-traffic neighborhood street that has been optimized for bicycling. Bicycle Boulevards provide direct, attractive routes for bicyclists while also enhancing and improving the character of the neighborhood, and calm and slow vehicle traffic as well. Kenneth Road is designated as a future Bicycle Boulevard in the Bicycle Master Plan.

The existing traffic control on Kenneth Road is predominately four-way stop controls (Attachment 1). If a Bicycle Boulevard were implemented on this street, staff is proposing to replace some of the stop controls with traffic circles or round-a-bouts to slow traffic and make the street more conducive to bicycle use (see Attachment 3). Staff is proposing to apply for a Metropolitan Transportation Authority (Metro) grant as part of the 2011 Call for Projects to implement the Kenneth Road Bicycle Boulevard. Applications must be submitted to Metro by January 28, 2011.

##### DISCUSSION:

Kenneth Road is currently designated as a Class III bicycle facility, which is a signed but un-striped bicycle route. As described above, the Bicycle Master Plan includes Kenneth Road as a proposed Bicycle Boulevard. Implementing a Bicycle Boulevard on Kenneth Road would involve adding various traffic calming treatments to calm vehicle traffic and encourage bicycle traffic, along with adding bike route, Share the Road signage, and "sharrows" to designate the route. Bicycle Boulevards are implemented by combining different traffic calming devices from a "toolbox" of various roadway treatments. As all roadways and adjacent neighborhoods have different characteristics, Bicycle Boulevards are designed to address these individual differences. The Bicycle Boulevard toolbox as described in the Bicycle Master Plan is attached as Attachment 4.

The cities of Los Angeles and Long Beach are beginning to install Bicycle Boulevards and similar traffic calming treatments along their bicycle networks and in other local neighborhoods. Examples of traffic circles installed in these cities are shown on Attachments 5 and 6. Traffic circles are one of the treatments being considered for the Kenneth Road Bicycle Boulevard.

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### **CONCLUSIONS:**

The City's Bicycle Master Plan includes Kenneth Road as a proposed Bicycle Boulevard. The proposed traffic circles and other roadway treatments are designed to slow traffic to make the street calmer for both bicyclists and vehicle drivers.

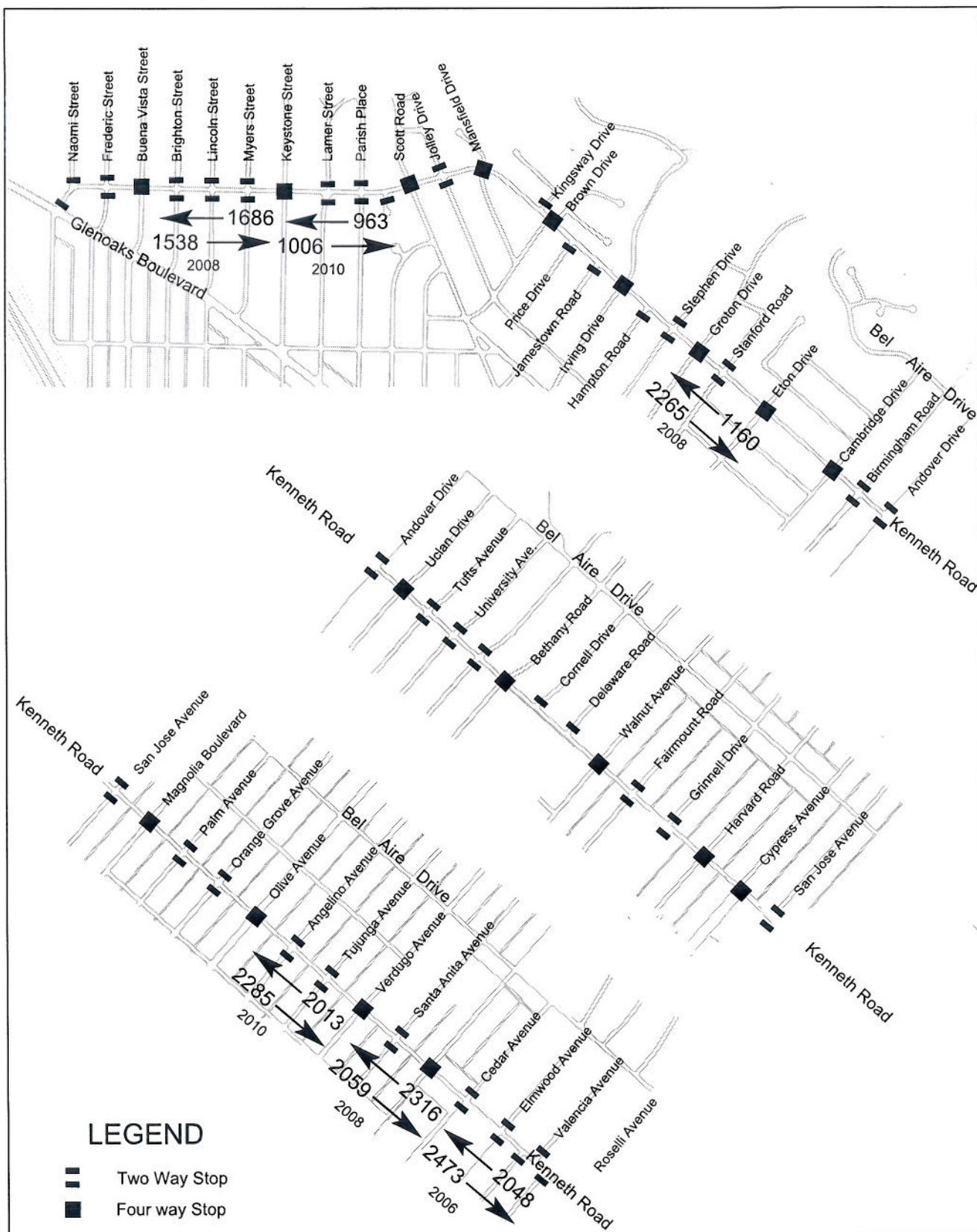
### **RECOMMENDATIONS:**

Provide comments on the proposed Kenneth Road facilities. Comments on the proposed project will be included with comments received from other community outreach activities and communicated to the City Council prior to submitting the final grant application to Metro.

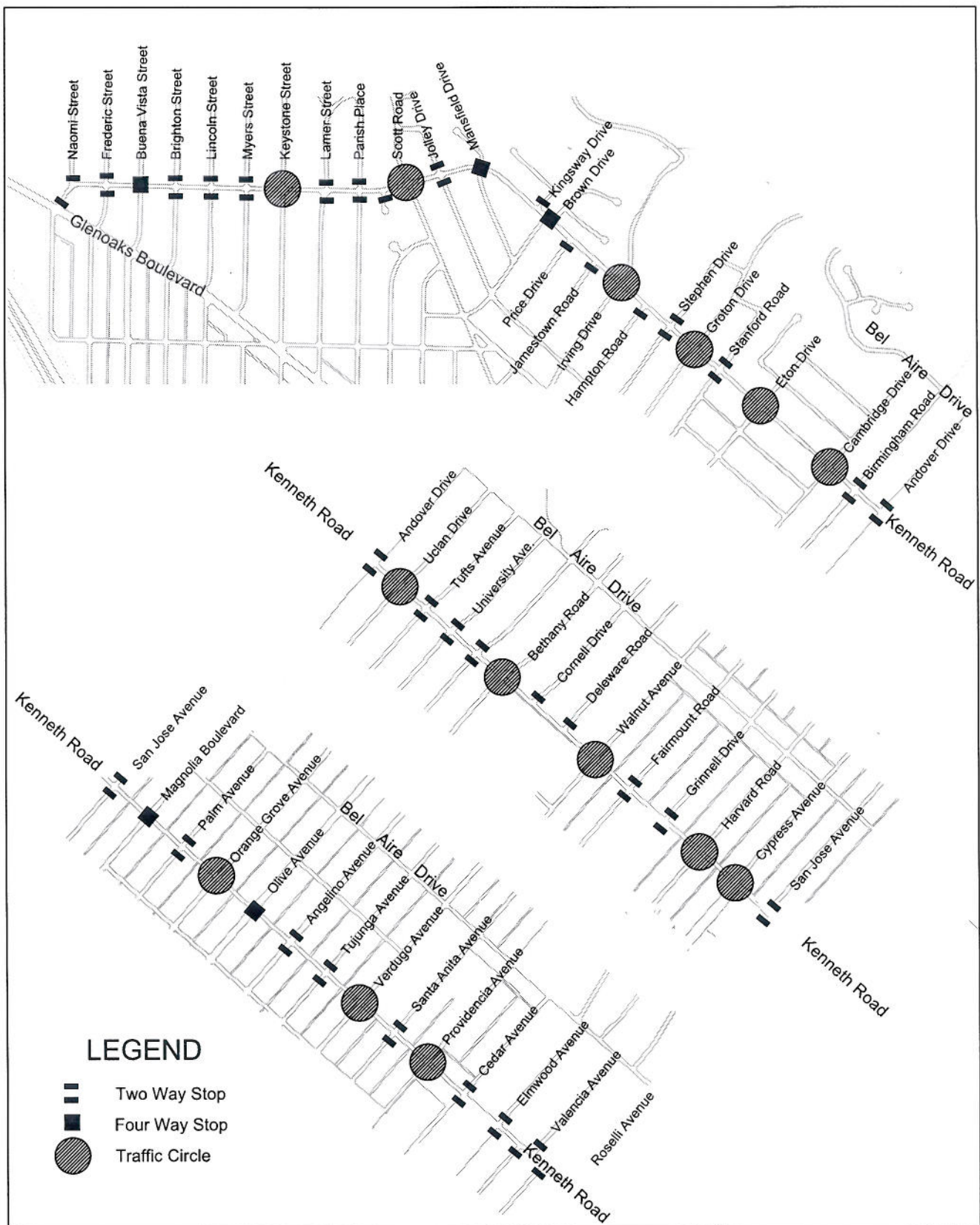
### **ATTACHMENTS:**

1. Existing Kenneth Road traffic Controls
2. Proposed Kenneth Road Traffic Calming with traffic circles
3. Bicycle Master Plan Existing Facilities and Top Priority Projects
4. Bicycle Master Plan Bicycle Boulevard Toolbox
5. Traffic Circle in City of Long Beach
6. Traffic Circle in City of Los Angeles





# Attachment 1 Kenneth Road Traffic Controls

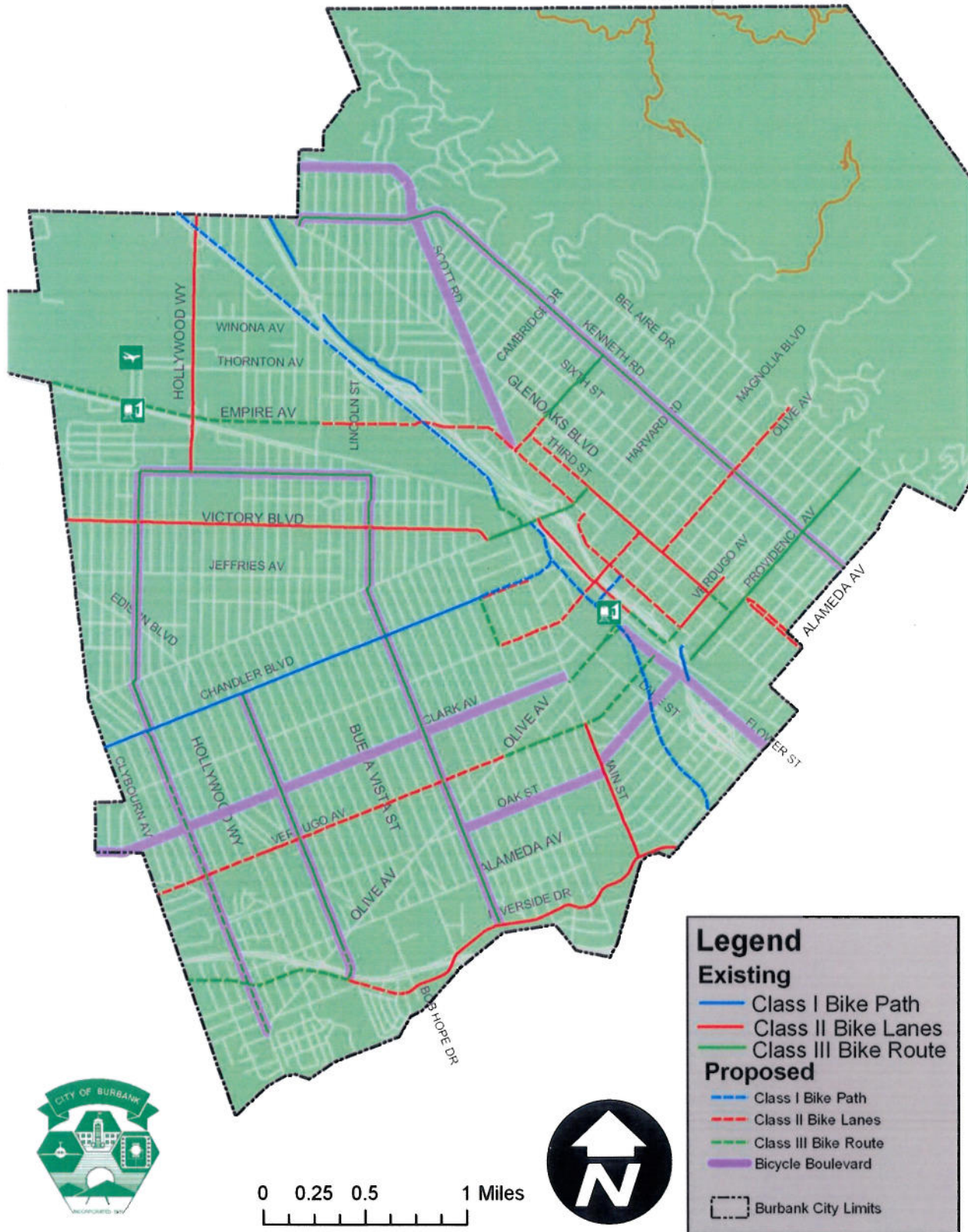


## Attachment 2

# Proposed Kenneth Road Traffic Calming



MAP 5.1 PROPOSED BICYCLE FACILITIES – TOP PRIORITY

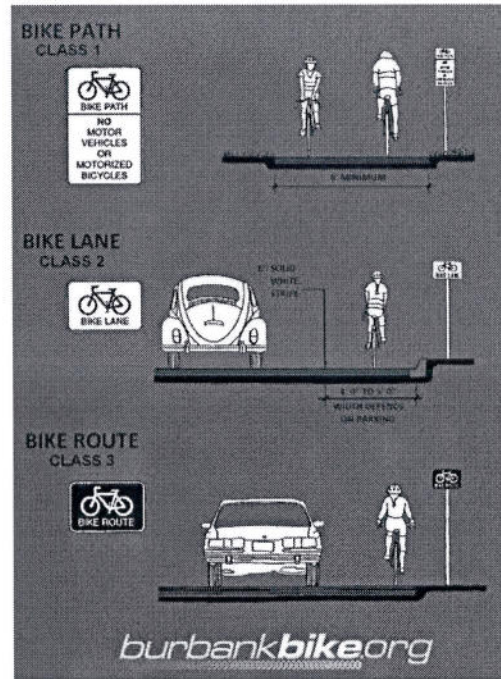


### 3.0 BIKEWAY TYPES

#### 3.1 Standard Bikeway Classifications

Bikeways can be classified into three standard types:

- **CLASS I BIKEWAY** — Typically called a bike path, this provides for bicycle travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and are often avoided by experienced cyclists because they can become overly popular and crowded.
- **CLASS II BIKEWAY** — These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- **CLASS III BIKEWAY** — Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass. This treatment is primarily used to point cyclists towards preferred bike friendly corridors, which are often enhanced with bike detection at signalized intersections.



Although these facilities are designed for bicycle travel, it is important to recognize that all public roadways, except for those segments of freeways where it is prohibited, are open to travel by bicycle.

#### 3.2 Non-Standard Bikeway Classifications

##### BICYCLE BOULEVARD

A Bicycle Boulevard is generally a low-traffic neighborhood street that has been optimized for bicycling. They provide direct attractive routes for cyclists, while also enhancing and improving the character of the neighborhood. This is accomplished by using a combination of Class III Bike Route and Share the Road signage, "sharrows", and a variety of different traffic calming treatments.

As all roadways and adjacent neighborhoods have different characteristics, each Bicycle Boulevard should individually address these differences. As a result, not all Bicycle Boulevard are the same, but rather "designed to fit". However, the theme remains consistent.

What all Bicycle Boulevards share is commonly referred to as the "Toolbox". This Toolbox consists of the various roadway treatments, or "tools", which can be used to best enhance the roadway and neighborhood for both cyclists and neighborhood residents. The Bicycle Boulevard Toolbox breaks down as follows:



AUTO SPEED REDUCTION – Research shows that by limiting auto speeds to 25mph or less, the risk of collision, injury, or death is greatly reduced. The ideal car speed on bicycle boulevards is 15-20mph. The purpose of the tools in this section is to slow cars down on neighborhood streets making them safer for everyone. Examples include:

- STOP SIGNS – Stops car traffic, oriented to favor cyclist traveling on bicycle boulevard
- MINI TRAFFIC CIRCLES – Reduces auto speed, only within 100 feet of circle
- TRAFFIC ISLANDS – Reduces auto speeds as vehicles turn from major arterials to bicycle boulevard
- MEDIAN ISLANDS – Reduces turning radii at intersections



AUTO TRAFFIC REDUCTION – The maximum average daily traffic (ADT) on a bicycle boulevard is 3,000 cars per day or less, preferably as low as 1,500 cars per day. When auto speed reduction is combined with auto traffic reduction or "diversion", safety on bicycle boulevards is maximized. Cars are still allowed on bicycle boulevards, but diversion treatments encourage them to drive on arterial streets instead of neighborhood streets when they need to get somewhere quickly. The tools in this section limit auto access to bicycle boulevards at critical points, while allowing bicycle traffic to get through. Examples include:

- SEMI-DIVERSION – Limits auto access while allowing bicycle access
- FULL-DIVERSION – Restricts auto access while allowing bicycle access



CROSSING BUSY STREETS – No bicycle boulevard is complete without closing the gaps. Large arterial streets, freeways and railroad tracks all create significant barriers for bicyclists, pedestrians, and neighborhoods. In order to have a working network of bicycle boulevards, it is imperative that cyclists are able to cross major intersections safely. Examples include:

- HIGH VISIBILITY "ZEBRA" CROSSWALKS – Increases visibility at crossings
- CURB EXTENSIONS – Increases bicycle/pedestrian visibility, shortens crossing distance
- MEDIANS – Limits auto access, provides mid-point crossing refuge for bicycles/pedestrians
- BICYCLE DETECTION – Cyclist can trigger traffic lights by placing tires over bike symbol. Signal will be actuated by camera or loop detectors.
- BIKE BOXES – Brings cyclists to front of the line at traffic lights, priority crossing/turning, reduces right-hook conflicts, as needed filling in the box with color paint can further increase visibility





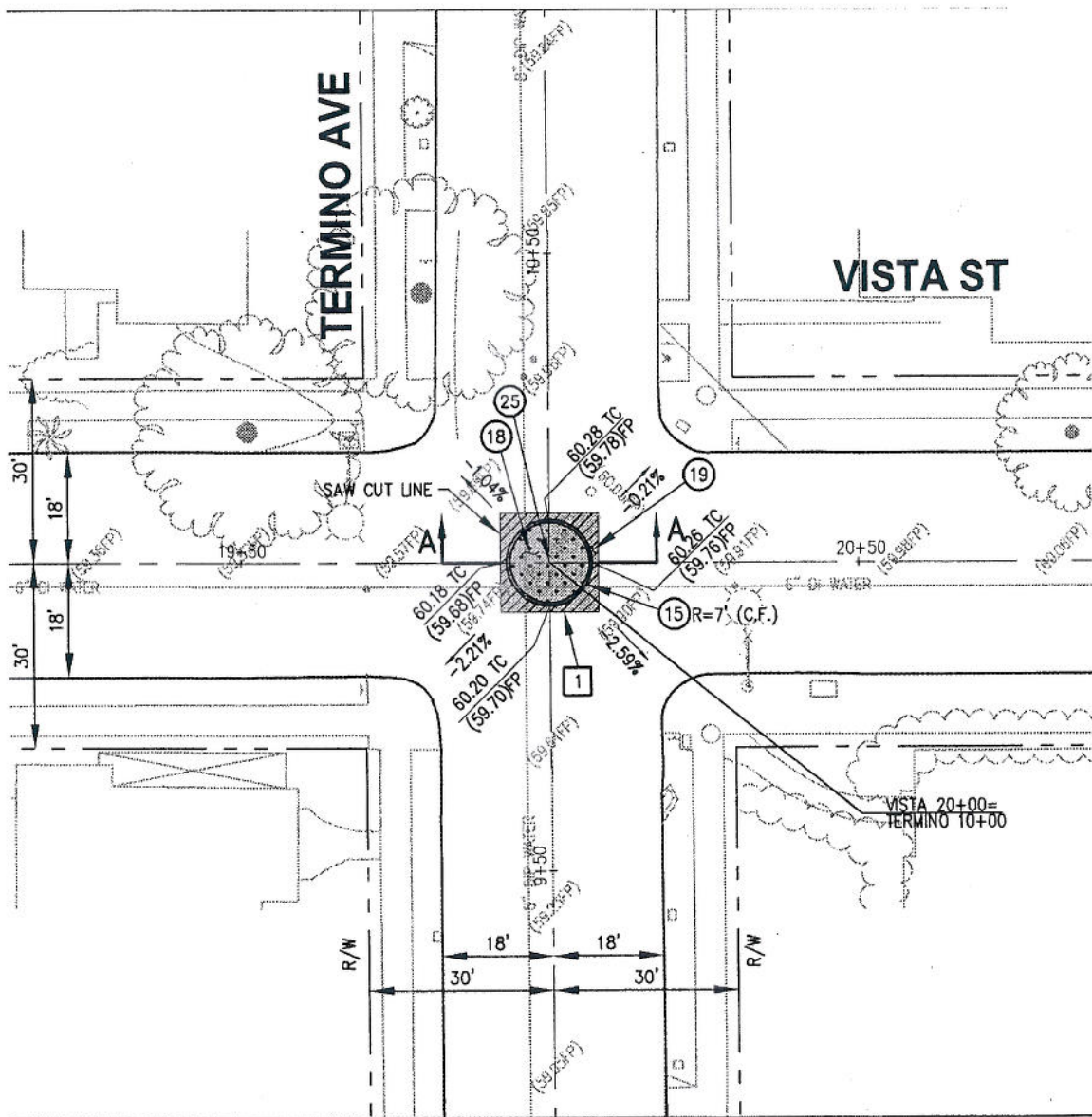
**BOULEVARD SIGNAGE AND MARKINGS** – Along a Bicycle Boulevard signage and markings are enhanced beyond the standard Class III Bike Route signage. Smaller markings on the ground tell cyclists where to go while larger markings indicate to drivers that they are on a bike boulevard and should slow down. Signs tell cyclists where they are headed and how much further they have to go to reach their destination. The tools in this section offer a few examples of ways to show cyclists and community residents how to get from here to there.

- **SHARROWS** – “Share the Road” arrow. Indicates that cyclist can use the whole lane. Marking designed so if you ride down the center of the arrows, you will be outside the “door-zone”
- **WAY FINDING SIGNAGE** – Indicates distance to certain districts, gives direction and travel time
- **SHARE THE ROAD SIGNAGE** – Indicates to motor vehicle drivers that cyclists may be present

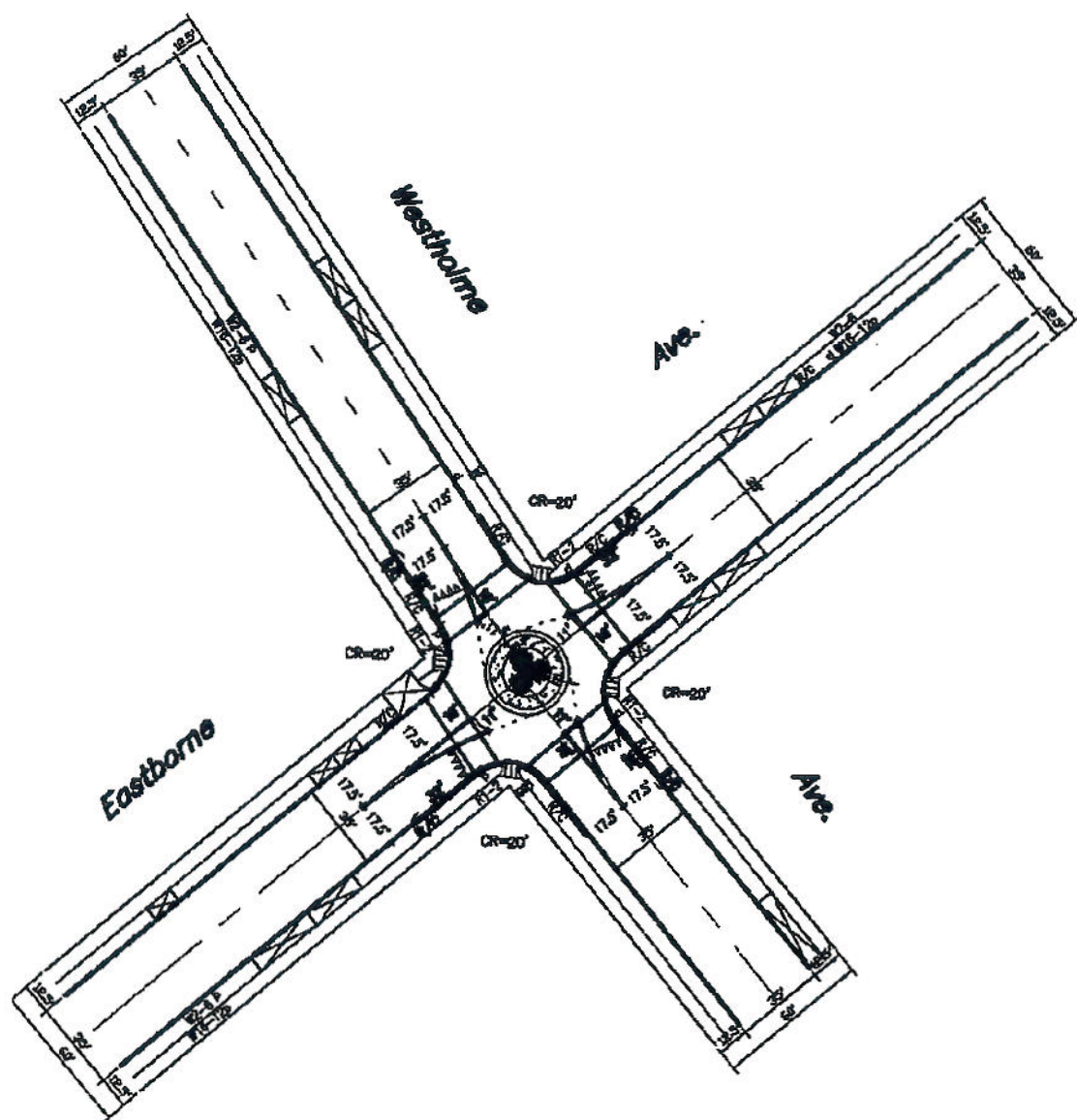
The design standards and guidelines for each of the tools in the Bicycle Boulevard Toolbox are described in more detail in Chapter 8.







Attachment 5. Traffic Circle in City of Long Beach



Attachment 6. Traffic Circle in City of Los Angeles